(c) and (d) Currently, there are five companies which are licensed to produce passenger cars in India. Having regard to the likely demand for automobiles in the country for the next 5-10 years, there is hardly any scope for setting up of new capacities in this sector. Besides the adequacy of the capacity existing there are certain constraints and issues due to which Government do not consider it advisable either to allow setting up of new units or new foreign collaboration for cars. These constraints are as under:—

(i) High input costs;

(ii) foreign exchange constarints for import of components and raw materials; and

(iii) adherence to the new norms for vehicular emissions and safety standards.

Implications of new Industrial Policy

*70. SHRI GURUDAS DAS GUPTA: Will the PRIME MINISTER be pleased to state:

(a) whether Govrenment propose to discuss the implications of the new Industrial Policy with the Trade Unions; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI P. K. THUNGON): (a) and (b) Union Finance Minister had a meeting with Trade Union Leaders on 17-8-1991 in which the new Industrial Policy was discussed.

Production of Haldia and Durgapur Fertilizer Companies

*71 SHRI SUKOMAL SEN: Will the PRIME MINISTER be pleased to state:

(a) what is the present position of production in Haldia and Durgapur Fertilizer Companies; and

(b) whether there is any scheme for these units to start full-fledged production of fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (DR. CHINTA MOHAN):(a) and (b) A Statement is laid on the Table of the House.

Statement

(a) There is no production in the Haldia fertilizer project which could not be commissioned mainly due to repeated failure of equipment.

The Durgapur fertilizer plant is in production, and produced 75,650 tonnes of urea in 1990-91, which amounted to only 22.9 per cent of rated capacity.

(b) The Hindustan Fertilizer Corporation (HFC) has proposed setting up of a DAP plant at Haldia which is under the consideration of the Government.

For the Durgapur unit, there is a proposal from HFC to revamp this unit on a limited scale to extend the life of the plant and to increase its capacity utilisation.

Fake Fertilizer Firms

*72. SHRI KRISHAN LAL SHARMA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government have recently unearthed the existence of fake fertilizer firms which have been paid crores of rupees as subsidy without manufacturing fertilizers;

(b) if so, the details thereof indicating their locations;

(c) since when these fake firms are in existence and the amount paid to each of these firms as subsidy, so far; and

(d) whether Government have completed their enquiry in the matter, if so, the details thereof; and the action taken thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (DR. CHINTA MOHAN): (a) to (d) A statement is laid on the Table of the House.

Statement

The C.B.I. registered a case in November, 1988 against one fertilizer company viz. M/s. Punjab Phosphates Pvt. Limited, Chherahta, Amritsar, (earlier the name was Punjab Fertilizer & Pesticides Industries Ltd.) and 33 other persons. M/s. Punjab Fertilizer & Pesticides Industries Ltd. was registered in 1979. It is alleged that it received subsidy amounting to about Rs. 3.38 crores for the period December, 1980 to April, 1987 on the basis of bogus documents without manufacturing any Single Super Phosphate (SSP) fertilizer. The case is at the final stage of investigation by the C.B.I.

Import-export by the Maruti Udyog Ltd.

*73. SHRI SOMPAL:

SHRI CHIMANBHAI MEHTA:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that imports by the Maruti Udyog Ltd. are more than its exports;

(b) if so, the import-exprot figures of MUL, in monetary terms, during the last three years;

(c) whether it is a fact that less than 50 per cent of targetted export quota of cars in 1990-91 was fulfilled; if so, the reasons therefor;

(d) whether it is a fact that domestic supply of Maruti cars has been cut down to boost exports;

(e) whether it is a fact that Japanese Principals of MUL have closed down the production of 800 cc cars; and

(f) whether this has helped MUL, if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI P. K. THUNGON): (a) to (f) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The Import-Export figures of Maruti Udyog Ltd. during the last three years are as under:—

Year	Foreign exchange spent for import of components.		Foreign exchange earned.			
			Exports	Local sales in foreign exchange.	Total	Total
	(Rs. crore)	(US$* Million)	(Rs. crore)	(Rs. crore)	(Rs. crore)	(US$* Million)
1988-89	162·59	114·12	7·48	6·30	13·78	9·59
1989-90	171·93	105·04	30·57	9·32	39·89	24·32
1990-91	171·14	96·41	32·25	**40·66	72·91	41·08

(Provisional)

* Converred at the average exchange rate.

** Including deposits for Maruti 1·0 GLX.